

Today's
Advertisements.JUBILEE LODGE
OF INSTRUCTION.

THE REGULAR MEETING of the above Lodge will be held in the FREEMASONS' HALL, TO-NIGHT, the 4th instant, at 8 for 8.30 p.m. Visiting Brethren M.M. are cordially invited to attend.
Hongkong, 4th January, 1900. [6b]

NOTICE.

THE WANCHAI GODOWNS.

WE the Undersigned have this Day been appointed AGENTS for the above Godowns, all Applications for Storage of Goods should be made to us.
T. RAUCHENSTEIN & CO.,
12, Beaufort Arcade,
Hongkong, 3rd January, 1900. [20a]

THE WANCHAI GODOWNS.

WE have this Day appointed Messrs. T. RAUCHENSTEIN & CO. to be AGENTS for the above Godowns, all Applications for Storage of Goods should be made to them.

TANG LAP TING,
MOK KUN HUI,
MOK YUEK LIM.
Hongkong, 3rd January, 1900. [21b]



TREASURY BILLS.

TENDERS FOR SPECIE—MEXICAN DOLLARS, Current in this Colony, and weighing 7.7, in Exchange for Sterling Bills drawn at 10 days' sight on the London Commission, will be received by the Officer in charge of H.M. Treasury Chest, until 11 A.M., on MONDAY, the 8th instant.

The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100. The Tenders to be in Duplicate and in sealed covers, addressed to the Officer in charge of H.M. Treasury, and endorsed "Tenders for Treasury Bills."

The right to accept or reject any or all of the Tenders is reserved.

E. H. GORGES,
Colonel,
T. C. Officer, China.

Her Majesty's Treasury Office,
Queen's Road,
Hongkong, 3rd January, 1900. [22b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.
THE Company's Steamship

"HANGCHOW"
Captain Pearce, will be despatched as above on SATURDAY, the 6th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th January, 1900. [12b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"LOONGSANG,"
Captain Weigall, will be despatched as above on MONDAY, the 8th instant, at 5 P.M.
This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 4th January, 1900. [10b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).
THE Company's Steamship

"SUNGKIANG,"
Captain Moore, will be despatched as above on MONDAY, the 8th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 4th January, 1900. [1617a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
BOMBAY, KARACHI, ADEN, SUEZ, PORT
SAID, FRIEDLAND, TRIESTE.

(Taking Cargo at through Rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)
THE Company's Steamship

"GISELA,"
Captain F. Mosca, will be despatched as above on FRIDAY, the 12th instant, P.M.
Silk and Valuables are transhipped on arrival at Bombay via an accelerated liner.

For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 4th January, 1900. [23b]

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 60, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1899.

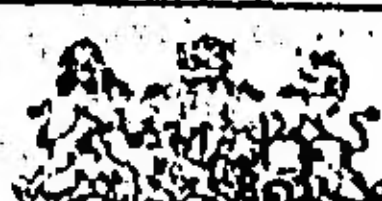
AN APPEAL.

THE SUPERIORES of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiors will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
Hongkong, 22nd April, 1892. [493]

Intimation.

A. S. WATSON & CO.,
LIMITED.

GOODS

FOR THE
NEW YEAR SEASON.A VARIED COLLECTION OF
ARTICLES SUITABLE
FOR PRESENTS.

CUT GLASS BOTTLES.

MEERSCHAUM PIPES, CIGAR AND
CIGARETTE HOLDERS,
POUCHES, &c.SMOKERS' SUNDRIES OF ALL
KINDS.

PERFUMES IN ELEGANT CASES.

THE PUREST AND BEST
CONFECTIONERY.

WINES AND SPIRITS.

SCOTCH WHISKIES, IRISH WHISKIES,
AMERICAN WHISKIES, BRANDIES,
PORTS, SHERRIES, CLARETS,
LIQUEURS, CHAMPAGNES,
&c., &c.

OF THE FINEST QUALITY.

NEW YEAR CARDS

TASTEFUL & PLEASING DESIGNS.

A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED 1841.

MARRIAGE.

At the residence of the Ladies of the M. E. Mission, Tientsin, by the Rev. R. R. Gaily, in the presence of Mr. J. W. Ragdale, U. S. Consul, on the 21st of December, 1899, GEORGE BUTLAND to REGINA M. BONTKES.

The Hongkong Telegraph

HONGKONG, THURSDAY, JANUARY 4, 1900.

REUTER'S TELEGRAMS.

THE WAR.

LONDON, January and.
The Correspondents at Chievley are unanimous in their opinions that the task confronting General Buller is stupendous. The Tugela River is in full flood and the Boer position a perfect fortress.

Disaffection in Cape Colony.
Ugly rumours are current in Capetown of disaffection in the Victoria West and Clan-william districts.

Re-inforcements.

The seventh division will embark by the 11th instant.

LATER.

Cape Colony.

An official despatch states that Col. Picher with a force largely composed of Canadians and Australians after a forced march of 22 miles surprised and completely defeated the Boer Commando near Belmont on the 1st instant taking their laager with 40 prisoners, besides killing and wounding many. The British lost Lieut. Adie of the Queensland Mounted Infantry, severely wounded, and three killed.

The British success at Dordrecht is confirmed. General French with Infantry in wagons, five squadrons of Cavalry and ten guns, attacked the Boers at daybreak on the 1st instant, shelled their laager from a kopje overlooking Colasburg, and after silencing their guns, took the position and cut off their retreat at the road-bridge. The enemy, 5,000 to 7,000 strong, occupies a strong laager near the junction. The British loss was three killed and seven wounded.

WEATHER REPORT.

The Observatory report says:—
On the 4th at 11.55 a.m. the barometer has fallen in E. Japan, risen on the China coast. The anticyclone still covers China, and gradients continue rather steep with very strong monsoon on the coast and in the N. part of the China Sea. FORECAST:—Fresh to moderate N. winds; weather improving.

LOCAL AND GENERAL.

FOOTBALL RESULT.

This afternoon at the Happy Valley, in the first round of the Hongkong Football Challenge Shield, the H.K.F.C. made 3 goals to 25th Co., S.D., R.A. 2 goals.

THE return of cases of communicable disease reported in the Colony during the week ended 30th December shows four cases and three deaths from plague and four cases of small-pox with two deaths.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—
Liu Chiu Fan\$50

Triz opening concert of the Smoking Concert Club, Shanghai, was given on Thursday, the 28th ulto. Mr. Pelham Warren, H. B. M.'s Consul General, took the chair and a most successful programme was gone through.

TO-MORROW afternoon, on the Happy Valley, in the first round for the Hongkong Football Challenge Shield, the Engineers' Institute will play "F" Company, of the Royal Welsh Fusiliers. Kick-off at four o'clock. Referee—Lieut. Greene, R.A.

GENERAL Otis has been instructed by the War Department not to go outside of the limitations of the Chinese exclusion act in the exclusion of Chinese subjects from the Philippines. This (says the "Frisco Chronicle") is as it should be, and it is the first evidence given that the Government contemplates applying the general laws of the United States to our Philippine possessions.

THERE was some talk lately about a project for mining smokeless coal in China. Chinese projectors came to Japan to push the enterprise, and report said that Baron Iwasaki was likely to be connected with it. It is now stated that a company is to be formed of Japanese and Chinese in combination, with a capital of two hundred thousand yen, by way of preliminary. We (Japan Mail) are disposed to doubt strongly whether the Iwasaki family is associated with anything so small as that.

WE have received a copy of the "Anglo-Chinese Royal First Reader" printed by the Commercial Press Book Depot, Shanghai. It is similar to the usual "Royal First Reader" as used in some of the Hongkong schools, with the addition of having the lessons translated into Chinese after each exercise. This ought to be of very great assistance to those who have to teach Chinese scholars. We have submitted the book to our translator and are assured that the translations are accurate and show that they must have been carefully revised.

An official telegram dated Canton, 27th December, received by the Shanghai mandarins, states as follows: "Marshall Su has not yet arrived here, although he notified the high authorities that he would leave Kuangchowwan as soon as he had settled the boundary question with the French. This work was finished just one week ago, but there are no indications of his arrival at Hongkong, although a cruiser has been sent there to bring H.E. to Canton. It is, therefore, considered here that Marshal Su has been detained by force at Kuangchowwan by the French as a hostage for the fulfilment of the conditions granted by the Imperial Government."

A TIENTSIN dispatch states that the barracks at Siaochan, some 50 miles distant from the first named place, formerly occupied by the troops of Yuan Shih-k'ai, now acting Governor of Shanlung, will become the future cantonment of the Headquarters, or Middle Corps of the Grand Army of the North. This Corps numbers 10,000 men equipped with modern weapons, and is entirely composed of picked Manchus selected from the Peking Field Force, and other Banner organisations. It is further stated that the Generalissimo, Jung Lu, intends to propose the construction of a military railway between Siaochan and Peking in order to facilitate his own journey between the two points, as well as for speedy transport of troops to the Capital whenever necessary. The old occupants of Siaochan will have their future home in Shantung, near their General, the Governor.

ON the authority of Dr. Kitasato, the *Fushin* states that the only course now possible for stamping out the plague in Kobe, which appears already to have spread to all parts of the city, is to thoroughly cleanse houses and premises, destroy all rats, medically inspect the people and collect all the inhabitants of the poorer quarters in Kobe in one place and there isolate them. The improvement of the drains and keeping houses clean, just as in the cities of Europe, are also recommended. The simplest way of catching rats, according to Dr. Kitasato, is to spread birdlime on a sheet of paper, putting in the centre something of which rats are very fond. It is an extremely difficult matter to disinfect houses, where plague has occurred, to such an extent as to thoroughly stamp out the disease. For instance, the house of Hirai at Fukui, who recently died from the plague, was disinfected three times, and yet the children were affected three weeks after the disinfection had taken place. Such houses Dr. Kitasato urges should be pulled down and the debris burnt.—*Kobe Chronicle*.

ACCORDING to native papers, the mysterious character who was recently arrested at Chichow, Hupeh, for personating a brother of Kang Yuwei or a Manchu Prince incognito, and created much sensation among the Chinese besides causing the high officials to telegraph to Peking for information, has turned out to be a fraud. He was indeed thought by many to be the Emperor himself and on the Kianghsia Magistrate ordering him to be beaten on the palm, the prisoner went in vermillion a letter purporting to be an Imperial Edict to the effect that he had been travelling incognito since the 8th moon last year and now inevitably discovers himself through the insult of the Magistrate, who should be cashiered and punished, and the gaol warden should be promoted in his place. This supposed Edict the prisoner commanded the Warden to serve on Viceroy Chang who was quite taken aback and had the prisoner brought before him when on close examination the fraud was discovered. The prisoner has also an accomplice who posed himself as a Manchu Prince who had been following the Emperor in his secret travels. They both await severe punishment.

THE FRENCH MAIL.

The Agent of the Messageries Maritimes informs us that the departure of the French Mail Steamer *Ernest Simons* is fixed for 1 p.m. on Monday. In future, according to a new arrangement with the postal authorities at home the departure from Hongkong of the French Mail steamer homeward bound will be at 1 p.m. instead of at noon as hitherto.

BERI-BERI AT THE BLIND HOME
AND BERLIN FOUNDLING
HOUSE.

REPORT OF THE M. O. H.

The following report has been circulated among the members of the Sanitary Board:—
Sir,—I have the honour to submit the following report concerning the outbreak of Beri-Beri at the Blind Home and the Berlin Foundling House.
It is stated that the Blind Home, a one-story building on the Pokfulam Road, which maintains about 16 children, and is now closed, has had cases of Beri-Beri among its inmates since July of this year, the first case to occur there being an infant, who was admitted suffering from the disease. The only communication between this Home and the Berlin Foundling House (which are under different management) was the daily visits of a European nurse employed at the Foundling House, to a European friend at the Blind Home.

This European nurse herself showed no symptoms whatever of Beri-Beri, but the authorities of the Foundling House are of the opinion that she must in some manner have conveyed the infection to the house, as the first two children to be attacked were being (surgically) dressed by this nurse, one for an affection of the eyes and the other for some skin affection. Within two or three days, however, of these two children showing symptoms of the disease no less than 50 or 60 others were attacked.
Up to December 7th the house contained 102 Chinese children and girls up to 16 or 17 years of age, and on this date 69 school children, all of whom were suffering from Beri-Beri, were sent to Macao, with six big girls (who were free from the disease) to assist in looking after them, thus leaving 27 healthy children in the House. Two of the children died in Macao shortly after their arrival there.

The children who were attacked were all between the ages of 4 and 7, and all of them slept in a series of adjacent ground floor rooms. These rooms are thoroughly well lit and ventilated, and have children of their own in the rooms in another part of the building were not attacked nor were any of the girls who slept upstairs. No European cases have occurred.

The children's dietary appears to be a most generous one, comprising rice, eggs, fish (fresh and salt on alternate days) meat (beef or pork) at every evening meal and thrice a week with the morning meal. The special points about the outbreak seem to be the unusually early age of the patients (all between 4 and 7) the absence of overcrowding, and the abundant lighting and ventilation of the premises, and the liberal dietary.

We must assume, I suppose, the germ which resides in the soil and is not transmissible from one human being to another except through the medium of fomites containing the germ, was conveyed by the European nurse in her clothing or more probably, perhaps in the soil adhering to her boots, from the Blind Home to the Berlin Foundling House, that it there developed rapidly and that the children sleeping on the ground-floor rooms nearest to the nurse's apartment were poisoned by the toxin generated by the infective germ. The fact that two children who required surgical dressing were the first to develop symptoms of the disease is only in accord with the accepted teaching, but I think that, in view of the very brief interval between their sickness and that of the rest of the children, these latter did not contract the disease from the first two, but that all derived infection from the same source.

I recommend that the Blind Home be thoroughly overhauled before it is again occupied and that all the ground surfaces be concreted beneath the boarded floors.
I also recommend the infected rooms at the Berlin Foundling House be thoroughly disinfected, lime-washed and repainted and that if there is no concrete beneath the floors, that this be done before the children are permitted to return to the House.

I have, etc.,
(Sd.) FRANCIS W. CLARK,
M. O. H.

PROPOSAL TO EXTEND THE
CENTRAL MARKET.

The following report has been circulated among the members of the Sanitary Board:—
Sir,—I have the honour to submit the following for the consideration of the Sanitary Board.

The necessity of a market for the wholesale and retail dealers in poultry and fresh fish has long existed, and as the reclamation of the Praya in front of the present Central Market would, when finished, be a very suitable place for such a building, I recommend that the Board advise the Government to retain the site for this purpose.

Should there prove to be more space than would be required for the fitting up of these shops and stalls, the remainder of the area could be profitably utilised as vegetable stalls, and so provide accommodation for many of the hawkers who at present infest the streets and byways of the Central district.

I have, etc.,
(Sd.) C. VIVIAN LADDS,
20th December 1899.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

PIRACIES ON THE WEST RIVER.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—I see by the translations from the Chinese papers in your valuable publication that the number of piracies now being committed on the West River are still numerous. Recently I was informed of a supposed piratical attack made on a village on the banks of the river, witnessed by a party of British gentlemen, who were on a pleasure trip. Four gentlemen engaged a private launch at Canton for a trip up the West River, and when a little above Sansui, at about ten o'clock at night, they saw a boat firing at a village on the bank, while the villagers were returning the fire. On making enquiries they were told it was firing a salute in honour of Marshall Su. Such may be the truth. I am not in a position to say such was not the case, but, from what my informant told me, I am more inclined to think it was an attack made on a neighbouring village by bad characters. I was told that the river is swarming with these lawless men, who either through their means of obtaining private information or their knowledge of the utter powerlessness of the Chinese authorities, lie in wait for any richly loaded bottom that may be passing their special district. Sometimes the craft may be attacked in another district's preserves, then there is trouble between the two gangs. This was what the party probably saw. There are guard boats, provided by the Chinese Government, stationed along the river bank at intervals of five or ten miles, but they never move unless ordered to do so, and it is more than half suspected they are in league with the pirates.

The private steam-launches are a veritable extent protected by having many folds of thick netting hung up on either side of the coxswain, to prevent the bullets from reaching the steersman, and most of the launches have about wire netting placed around the bulwarks to prevent being boarded, and besides these precautions the crew carry arms for self protection. Notwithstanding this, the men

belonging to the boat absolutely refuse to proceed when there is any chance of danger.

The pirates seem to have become thoroughly organised and have obtained so much power that they are enabled to intimidate the mandarins, and make them pay for exemption from being raided, or may be the pirates pay the officials not to be too energetic in their actions towards them. Either may be incorrect but it is certain that the Chinese mandarins are powerless to subvert the lawless element.

Up to the present time a launch with Europeans on board has not been attacked, in fact, I was told of an instance in which, being informed that Europeans were on board the pirates went away. This is not to say, however, that Europeans have not suffered loss, as though the pirates or thieves are respectful of persons, they are not of the ownership of property and much loss has therefore accrued to foreign shippers from these depredations. The most severe loss has resulted from the state of panic that now prevails along the West River; the one thing essential to commercial activity is security, this one thing is most conspicuous by its absence, and until this terrible state of lawlessness is suppressed we cannot expect our trade to flourish.

The moral effect of our gun-boats being on the scene, or rather handy to it, and the knowledge that if caught the pirates will receive prompt punishment has done some little to abate the evil, but not much, and the law demands that he shall be hanged. Our severest punishment is tempered with mercy, the actual execution shall be with as little pain as possible under the circumstances. I do not wish to pose as bloodthirsty, ferocious, and wishing to institute torture, but I am convinced, and others who are at all conversant with the Chinese are also, that the Chinese criminal does not fear death, it being a well-known fact that a substitute to be executed can be obtained in China by paying a comparatively small fee. It is also well known that many an innocent man has confessed to crimes to protect himself from being tortured, a confession being essential by Chinese law before sentence can be passed. We certainly cannot resort to torture. We may hang them as pirates, but this form of punishment does not deter others from committing the same crime. We might hand them over to the Chinese authorities. This at the best it simply our relegating an unpleasant job, which we say we cannot do, to some one else to do for us, as by Chinese law the prisoners would undoubtedly be tortured, but should we be certain that the mandarins or officials to whom the pirates were passed over to do their duty as laid down by the law. I think it is more probable that the official is already a participant in the profits of these pirates and that when the pirates were brought before him they would be allowed to go scot free; some poor luckless coolies might have their heads chopped off as a Chinese official is always ready to oblige with a dozen or two executions if he thinks by so doing he will make things more comfortable for himself.

Two things are certain, that the pirates land their loot at riverside villages and that the mandarins or officials of these villages either will not, or can not afterwards discover either the men or the stolen property. I think this clearly shows that the villagers are in league with the pirates, in fact what in British law is called "accessory before the fact" and thereby equally liable to punishment. If our gun-boats bombarded a village or two at which it had been proved that pirated property had been landed, there is no doubt that villagers would not be so willing to assist these miscreants. We can reach the villages and capture the men.

There are objections, of course, grave ones no doubt, but when the whole world is suffering from these pests it is useless to stand too much on ceremony or even the letter of the law. With the usual apologies.

I am, etc.,
"STUDENT OF CHINESE CHARACTER."
Hongkong, January 4th, 1900.

LIME WASHING PROSECUTIONS.

The following minutes regarding the procedure in prosecuting lime-washing delinquents has been circulated to members of the Sanitary Board.

The President.
(1) It appears to be necessary for the Board to take into consideration certain matters in connection with the lime-washing and cleansing question.—The present machinery for enforcing the bye-law under sections 18, 19, 20 and 21 of Ordinance 24 of 1897 is slow, laborious and generally unsatisfactory.

(2) The wording of the bye-law also is open to question when it is considered that the object of it is to secure the cleansing of Chinese houses which are not occupied by one sole tenant and his family.

(3) Again the enforcement of the bye-law is no doubt the cause of the increasing number of applications for exemption of certain houses from its operations on various pretexts and many of these applications only reach the office, after the applicant has been summoned, but in strict justice it is necessary that inquiry be made into the truth of the reason put forth, then the paper has to be circulated and the Board decide in meeting; in the meantime the case is subjudice at the Police Court and is probably remanded. I beg to suggest that the time necessary to give an answer to such an application may be materially shortened and business facilitated if the Board take advantage of the powers of Ord. 21 of 1895 and appoint a select committee under Sec. 4. of as many members or others as the Board sees fit, to whom I should be able to forward applications, and from them receive instructions.

At the present time, to give an illustration of the slow way in which the law can be worked, at the end of October certain owners of houses not complied and although all reasonable speed has been observed yet at the end of November we were only able to bring them before the Magistrate. Practically the lime-washing of the Central Division is now finished, save only those who are being summoned, or who will within the next few days be so dealt with.

(Sd.) C. W. DUGGAN,
Secretary.

The Secretary.
Send me the papers re. the making of the Byelaw governing the cleansing and lime-washing of Premises. It was made by the Sanitary Board on 13th day of August 1896.

M. O. H.
12.59

The President.
In obedience to the decision of the Board I have to point out that the lime-washing bye-law gives two months within which the houses in each particular division of the City of Victoria have to be cleansed by the owners.

That bye-law is well known to all landlords; any offence against it is not committed through ignorance of its provisions. This it may be very truly said that there is no just-cause for a notice (as provided for by Section 19 of Ord. 24 of 1897) to be issued to an owner who breaks it, he knows what he is breaking (in contrast to many persons who may cause nuisances of which they may really be ignorant at the time of so causing).

It is found in actual practice that the issuing of these notices which are said to be obligatory under the above quoted section makes the otherwise simple work of bringing offenders to book so long and slow and so laborious that it is impossible to deal effectually with the defaulters under six weeks after the expiry of this notice after a flagrant breach of a well known bye-law has apparently another bad effect, for a careless man, or worse, a man who waits for a chance to evade the law, will be able, and it seems likely from the list of defaulters that they are, to wait till he receives a notice, after the two months has expired, and then only will he do the work. With men of this class to deal with, the necessity for giving notice tends to retard the work.

Taking all these things into consideration it seems that there is no moral obligation on the Sanitary Board to inform a man that he has broken a bye-law any more than there would be to give notice to a man who contravened section 30 of the Ordinance and kept goats without a license. Therefore I would ask that the Board want to amend its bye-law by the repeal of the Section 19 of Ord. 24 of 1897 in order to allow the Board to bring a man to the Police Court the moment he commits any offence against this or any other bye-law made under Section 13 of Ordinance 24 of 1897.

The Public Health Act 38 and 39 Victoria Chapter 55 on which I believe our local ordinance was founded does not contain any such requirement with regard to procedure under bye-laws as far as I can see it.

I think I have shown that the requirements of Sec. 19 work immensely to the public interest, in that they relate to the enforcement of Sanitary regulations and I may say with equal justice that the repeal of Sec. 19 and of parts of Secs. 20 and 21 would not inflict any injustice on individual members of the public, who cannot require any more notice of offences against the bye-laws of Ordinance 24 of 1897 than of offences against those of any other ordinance.

(Sd.) C. W. DUGGAN,
Sec.

13th December, 1899.
I am not mistaken this has been pointed out by the Board before and the Attorney General advised that the present procedure must be adopted.

(Sd.) M. O. H.

On C. & O. 1899 the Hon. Attorney General did advise so, but I am asking that the law which renders that course necessary be altered, as I have tried to show that it is not for the sanitary improvement of the colony that the present cumbersome machinery should be allowed to exist, while its abolition will not work any injustice or hardship.

(Sd.) C. W. DUGGAN.
14.12.99.

THE LATE MR. YEH CHING
CHONG.

A SHORT SKETCH.

The subject of this short sketch was born of rustic parents in a village suburb of Ningpo on the 20th day of the 6th moon, 2nd year of Tso Kuang (July, 1840) which made him a little over fifty-nine years of age at his death which occurred at his residence No. 1109 A, Broadway, Hongkong, on the 3rd day of the 10th moon, 25th year of Kuang Hsi (5th November, 1899), although according to the Chinese method of calculating ages he was considered to be sixty years old when he died.

The second son of a family of five, he lost his father at the age of six and at nine was sent to the village school to learn his letters, but owing to the poverty of the family, his progress could only stop six months. On leaving school Ching Chong helped his widowed mother and elder brother to till their little plot of ground for three years, but being of an ambitious and energetic disposition he was anxious to earn a little hard cash for the support of the family. At the age of 14 he entered the employ of a neighbour who ran an oil mill, where he remained two years. Hearing of the importance of Shanghai he and a fellow villager took passage in a peapoo junk and, in a couple of days, found themselves at their destination. He secured, upon arrival, employment in a ship chandlery and was soon promoted to be a runner for his hon. The year 1861 saw Ching Chong the possessor of his first store—a ship chandlery and sundries concern—at the head of the Hongkong Creek bridge, on Broadway. This pioneer store has now five offshoots situated in the various settlements, such as "Y. Ching

Entertainments.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

NOTICE is hereby given that a certain SHARE CERTIFICATE numbered 2737 for 100 Shares in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, has been issued fraudulently and without the authority of the said Company and is now in circulation.

ALL PERSONS therefore are hereby warned against purchasing or otherwise dealing with the said Share Certificate.

EDWARD OSBORNE, Secretary.

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LIMITED.

Hongkong, 30th December, 1899. [1625a]

"THE ABSENT MINDED BEGGAR."

GRAND NEW PATRIOTIC POEM BY RUDYARD KIPPLING Music, by Sir ARTHUR SULLIVAN.

Has created a furor unexampled, amazing, immense.

Order at once "for your Credits Sake and Pay, Pay, Pay."

Proceeds given to Patriotic Fund.

ROBINSON PIANO CO., Hongkong, Shanghai & Singapore.

Hongkong, 20th December, 1899. [1580a]

MITSUI BUSSAN KAISHA

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Office:—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG and all Ports in JAPAN.

Agencies:—

Milki Coal Mines.

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Hokoku Coal Mines.

Yoshinomiya Coal Mines.

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No. 1, Ohtsuji Coal Mines.

Ichimu Coal Mines.

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Yamano Coal Mines.

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The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

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Tokio Cotton Spinning Mills.

Milke Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

MITSUI BUSSAN KAISHA, M. FUJISE, Manager.

Hongkong, 11th December, 1899. [14]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [139]

JAPANESE CURIOS.

JUST RECEIVED:

Plenty of TOYS AND FANCY GOODS, AT MODERATE PRICES.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 16th December, 1899. [1382a]

CARBOLINEUM-AVENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTMAN & Co.

Hongkong, 11th September, 1896. [19]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897. [11]

Entertainments.

HONGKONG FOOTBALL CLUB.

In Aid of SOUTH AFRICAN FUND.

A RUGBY FOOTBALL MATCH, England, against the World, will be played on SATURDAY, the 6th January, 1900, at 4 o'clock.

ADMISSION: For each person of either sex, To Ground 10 cents. To Grand Stand 50 cents. Members' Ordinary Tickets of Admission to the Club Stand are suspended for the 6th January.

F. BROWNE, Hon. Sec. [18b]

Hongkong, 3rd January, 1900.

THEATRE ROYAL, CITY HALL.

A GRAND ENTERTAINMENT will be given on SATURDAY, the 6th January, 1900, in the THEATRE ROYAL, at 9 P.M.

In Aid of the SOUTH AFRICAN FUND.

Under the Patronage of H.E. Sir HENRY & Lady BLAKE, H.E. Major-General & Mrs. GASCOIGNE, Commander & Mrs. POWELL, and all the Leading Citizens.

The Booking Office at CITY HALL will be OPEN on WEDNESDAY, the 27th December, at 10 A.M. ADMISSION \$3 all over the House.

The ENTERTAINMENT will be repeated on WEDNESDAY, the 10th January. ADMISSION \$2 to Dress Circle. \$1 to Pit, Soldiers, Sailors, Police and Volunteers in Uniform Half-price.

Hongkong, 22nd December, 1899.

To be Let.

FROM now till 31st January, 1901, "WEST-WARD HO," BONHAM ROAD.

For Particulars, apply to the DIRECTOR OF PUBLIC WORKS.

Hongkong, 3rd January, 1900. [17b]

OFFICES TO LET.

NO. 2A, ICE HOUSE STREET. Immediate Possession.

Apply to W. DANBY, Civil Engineer & Architect.

Hongkong, 7th October, 1899. [1281a]

TO LET.

"HARFORD," MAGAZINE GAP.

GODOWNS & KENNEDY TOWN. GROUND FLOOR, 52, PEEL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 17th November, 1899. [12]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Hongkong, 28th May, 1895. [18]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMeward PASSENGER SEASON, 1900.

NOTICE.

THE Undermentioned Vessels will sail from CHINA DIRECT FOR MARSEILLES, PLYMOUTH AND LONDON.

WITHOUT TRANSHIPMENT.

STEAMERS.

Parra-matta, 4886 Mar. 27 Mar. 31 April 6

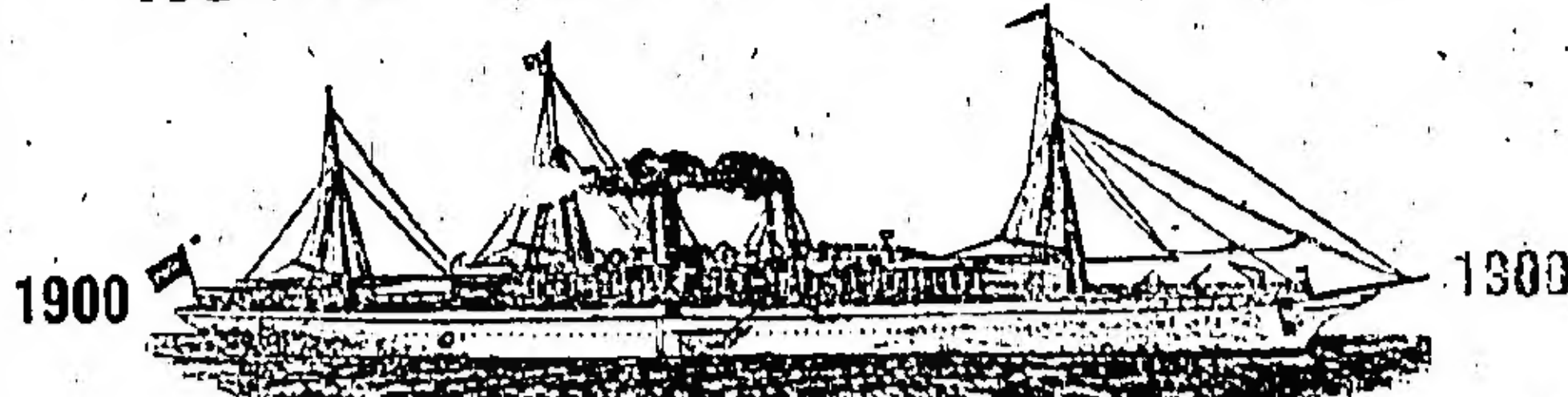
Massilia, 5026 April 10 April 14 April 20

For Freight or Passage, apply to H. A. RITCHIE, Superintendent, Hongkong.

4th December, 1899. [1499a]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 17th January.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 14th February.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 14th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 20th December, 1899.



NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Saint Irene, 3,877 | W. Attree, Jan. 6.

City of Dublin, 3,328 | J. R. Rae, Jan. 12.

Irreconcilable, 3,567 | G. E. Elliott, Jan. 20.

Also FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Abercrombie, 3,777 | J. Murray, Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 23rd December, 1899. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, The UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Strathgyle, 5,023 | about | Jan. 9.

Carlisle City, 3,002 | about | Jan. 15.

Belgian King, 3,379 | about | Jan. 20.

Curmashshire, 2,929 | about | Jan. 31.

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO VIA KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 9th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 3rd January, 1900. [1330]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU..... J. B. Macmillan	YOKOHAMA (DIRECT)	To-morrow, 5th Jan., at 4 P.M.
INABA MARU..... W. Bainbridge	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SUNDAY, 14th Jan., at
*KINSHU MARU..... W. Brady	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI (WOOSUNG), KOBE and YOKOHAMA	MONDAY, 15th Jan., at 4 P.M.
YAWATA MARU..... A. E. Moses	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 26th Jan., at 4 P.M.
KAMAKURA MARU.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 26th Jan., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 2nd January, 1900. [6]

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINE.

(Freight Service.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SARNIA..... Fuchs	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	15th January.	Freight.
AMBRIA..... Burmeister	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	18th January.	Freight.
WITTENBERG..... Madsen	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 27th January.	Freight.
*SILESIA..... Behrens	MARSEILLES, HAVRE & HAMBURG. (LONDON with transhipment in HAMBURG)	About 5th February.	Freight and Passage.
HOLSATIA..... Bahle	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 8th February.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 27th Jan., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 22nd Feb., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 20th March, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 27th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hong

LYDDITE IN WAR.

Much has been said recently in the cable dispatches about the use of the deadly nature of lyddite shells in the field and the deadly nature of the gas liberated by these shells. It seems from the following elaborate special article in the *New York Tribune* that international agreements do not bar any explosive used in shells of big guns, and that lyddite, while a powerful explosive, has not the suffocating power claimed for it.

Why should lyddite be feared in civilized warfare? This question was put to two prominent members of the United States Ordnance Department. The first answered: "Probably because General Jouberit has none and the British have plenty," and the second simply said that he had no opinion on what surrounds the protest could have been made. "The aim of all these international understandings," said the latter of these two officers, "is to prevent the infliction of unnecessary pain. Explosive bullets for use in small arms are forbidden, because they lacerate the bodies of the wounded cruelly and needlessly. In the same way one form of the dum-dum bullet has been put on the forbidden list, though another form, which only increases the virtual caliber of the weapon—that is, gives to a 30-caliber bullet the effect of a 40-caliber—allowed. But in the matter of artillery fire there is no limitation as to the character or force of the explosives used for filling shells."

"But," it was urged, "they say that at the battle of Omdurman, where these lyddite shells were used, many of the Mahdi's men were killed by suffocation."

"In the open air? Pooh!" The expert further pointed out that there was nothing in the laws of war or the comity of nations to prevent people killing their enemies by suffocation. If that should happen to be the most effective means within reach.

There, must be something, however, at the bottom of that "suffocation" story which has survived from the flaming days when the English papers were full of Kitchener's victory over "Fuzzy-Wuzzies" and his brethren. What gave rise to the notion that this explosive made a vapor which either poisoned or asphyxiated seems to be satisfactorily explained by an officer connected with the United States War Department, who was in New York last week. "If you could explode twenty or thirty of these shells close together at the same time, then, I dare say, those of the men who happened to be standing at that spot and were not otherwise killed would be suffocated, even in the open air. But with the intervals of time between the firing of the successive rounds the carbonic dioxide, which is poisonous, and the carbonic dioxide, which asphyxiates, would be dissipated in the open air. In an inclosed space it might be different."

What the correspondent really meant, I suppose, by asphyxiation, or suffocation, was the effect of the shock produced by the violent explosion of such a mass. The bodies of these poor fellows would be found without a scratch or bruise after the action, at spots where shells had exploded, and then it would be supposed that they had died of suffocation by the discharges of gas, or their deaths would be so described by a war correspondent.

"It is not generally understood what a tremendous concussion of the atmosphere is produced by the bursting of a shell charged with a composition of many times as much explosive force as that of gunpowder. As I understand, the naval guns lately employed in the defence of Ladysmith throw a six-inch shell. In our ordnance a six-inch shell weighs 100 pounds. The armor-piercing projectile is nineteen inches long, the common kind twenty inches. The latter is made of cast-iron, and of course, is filled with a much more sensitive fuse than the former, so that it will explode on contact with the earth or earthworks, and this is the kind Captain Lambton must have used."

"Now, I cannot speak of the effect of such a shell except in the way of conjecture, because this is almost the first time it has been used in actual warfare, and I was not present; but I should say that nothing within a radius of ten feet could survive the explosion, and many more wounds would be inflicted beyond that radius by the fragments. The concussion would be fatal within the ten-foot radius, I believe. All that is generally known of its physiological effects so far is what has been ascertained by experiments with chickens. It was found that a number of chickens that had been within a few feet of a detonation like that of a lyddite shell, were unharmed, but dead, and on dissection, their blood vessels were found to be choked with clots of blood. From this it has been deduced that the concussion produces such an effect upon the nerves as suddenly to check the action of the heart and blood vascular system, with, of course, fatal effect."

"As to the wounding power of the scattering fragments, that will vary with their size. The fragments of a high explosive shell are generally much smaller than those of a gunpowder shell, but their velocity is also generally much higher. I suppose that any fragment of a lyddite shell, except the small ones, would kill up to a distance of 150 feet from the point of explosion."

Referring to the statement that one shot from one of these heavy naval guns had wrecked a heavy gun on the Boer side, the same officer said he did not believe that this effect would have been produced unless the shell had struck either the gun itself or the carriage or exploded in the ground immediately under the carriage. Any one of these hits would be remarkable, he thought, though not by any means beyond belief in the high state of perfection to which the art of gunnery has been brought in recent times.

This lyddite explosive, which has so suddenly and so sanguinarily burst upon the notice of the general public, is one of the four principal chemical compounds that have been discovered within the last ten or twelve years for the promotion of peace and good will among civilized nations. The others are melinite, emmentite and thorite. Melinite is the pet of French artillerymen. Emmentite, which may be roughly described as a mixture of picric acid and nitric acid, was discovered in 1888 by Dr. Stephen H. Emmens of New York. Thorite is the invention of Dr. Tuttle of Seattle, Wash., and is now being tried at Sandy Hook, with a view to its possible adoption by the United States Ordnance Department. Precisely for this reason it is impossible for any one not in the confidence of the Government or of Dr. Tuttle himself to learn anything about its composition. "The Ordnance Department," said an officer at Army headquarters, "is very strict in guarding the secrets of an inventor who submits his invention for its approval." This, of course, is only fair to the inventor in any case, and should the explosive be adopted for use its composition would be secret of serious importance to the efficiency of the Nation's military services.

What appears to be understood, however, about thorite is that, like the other latest "ites," it is a modification of what is called "German gunpowder," the general make-up of which is not, as is commonly supposed, anything like gunpowder as any preparation of nitroglycerine, but an affair of "sugar and prussiate of potassium," of preparations of lumps, nutmegs, creases of tartar and some oxidizing agent.

As to the lyddite which has proved itself such an effective agent of destruction, here again nothing can be said further than what is written in the textbooks on explosives. The British

military authorities are just as secretive in their experiments at Sheerness, Woolwich and on the Plumstead marshes as is the United States at Sandy Hook. But the books say that lyddite is some six or seven times as powerful as gunpowder, and in its composition akin to melinite, being a picric acid compound of potassium and ammonium. The picric acid in question, otherwise called carboic acid, is a substance which crystallizes in the form of yellowish flakes and gives a brown solution. It is formed by the action of nitric on carboic acid.

This acid itself is not by any means of modern origin, having been discovered in 1788, but until recently it was chiefly employed in the peaceful capacity of dye for textile fabrics, and the equally peaceful, though not quite harmless, capacity of an adulterating agent in beer. In its latter use it has had the recommendation of an intemperate taste, which the inexperienced and the thirsty might easily mistake for the flavor of hops; and so picric acid may have been the undoing of "many a good tall fellow" long before it was called upon to help make an explosive.

One of the chief recommendations of lyddite, for practical use in war, is the comparative safety with which it can be handled. To explode at all it must be acted upon by a detonator, and a powerful one at that. The discovery of the explosive properties of picric acid is said to have been made accidentally, when a quantity of it being melted in a fire at some works at Manchester, England, flowed into some loose lathings and produced a violent explosion. The origin of the name is not to be found in any of the works in which the history and character of the substance are treated.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office—

Arnold, A. K. Kelly, Mrs. Lochender, Lord Bachmann, Mrs. E. Langdale, Mms. Bingham, Mr. & Mrs. Lillie, J. J. Barton, W. T. McRay, A. L. Bückendorf, A. L. Moore, G. H. Brown Bros., N. P. McLeod, Mr. and Mrs. Butt & Co. Moladano, P. Butt, W. S. Martin, Sig. Blumsky, A. McCreay, J. F. Brown, K. A. McClelland, Miss Morris, R. Bourreau, G. McVeeley, Mrs. M. E. Bisset & Co., Messrs. Calder, Miss Cong, G. Chubb, A. Camillo, C. Cooke, D. Crook, Miss H. C. Gharis, W. D. Clarke, Miss M. Cui Yi, W. S. Close, C. G. Churchill, W. Christensen, Mrs. B. Crook, E. Cowell, J. M. Cardona, J. Duncan, Mrs. J. A. Dubbers, A. Dalton, E. G. Dezzo, D. Dawtershaw, Mrs. Dickie, R. Duncan, J. W. Dauncey, C. Dow, J. Dunstan, A. P. Durant, A. H. Ennauel, A. H. Francis, Mr. F. Franzl, A. Ferrada, A. Fonday, C. F. Fierman, M. G. Ferrant, Mons. Fennel, Dr. Foster, R. C. H. Glasse, Mr. Golde, Mrs. G. Geis, Mrs. L. Goldman, G. Grosjean, Mons. Goldshy, S. Hudson, Lt. A. K. Heinsen & Co., C. Hesketh, S. B. Harrison, W. H. C. Harris, Maria Hold, J. G. Hevard, J. C. Haimovitch, E. Hagu, Mrs. Hill, Mrs. H. Houdouin, C. Iplijian, S. Johnston, A. H. Johnson, H. C. Karmol, J. J. Kyngdon, King, L. H. Knoll, Miss L.

List of Registered Covers in Poste Restante Antonietta, Ferriolo. Mugul Khan Bonamohr, P. Madar, O. M. Bourdonnel, Mons. de Miller, Mr. S. Cusomitis, A. (2) Nestor, W. N. Cameron, Wm. Pohusung, Teguinar Crawford, J. R. Renauld, Mons. Paul (2) Chief Engineer Hong-long Rallier, J. Romero, J. Ekman, Miss Ida Reiber, R. Forsyth, G. G. S. Rankin, A. W. Gattjards, J. Ranchverger, Miss F. Hooper, G. W. (4) Schwaz Hancock, W. St. J. Stemmer, C. L. Israel, Eisk Silva, M. da Jackson, Sergt. C. Swantans, Rupert, S. C. Johnston, W. J. Syat, Mr. Sanders, Mrs. M. A. Sukerman, R. Silva, L. J. da Taha, Mrs. Tajima, M. G. Vanuxen, L. C. Mayer, A. Weisman, B. Mullins, D. Weinstein, J. Wells, R.

List of Registered Covers for Merchant Ships. S.S. Changsha C. F. Moule. S.S. Calcha J. Williams. S.S. Carville City Geo. Croil. S.S. Dionide J. Fleming (Baker). (2) S.S. Diomide W. McMarline. S.S. Loosok G. Menus. S.S. Machis A. J. Farrell. S.S. Patroclus D. Pritchard. S.S. Patroclus W. R. Wignmore. S.S. Parandj Chief Engineer. S.S. Rosella Miss Elder. S.S. Rosella M. T. Clarke. S.S. Trinan Capt. Anderson.

An parliamentary paper just issued gives a general abstract of the marriages, births and deaths registered in England in 1897. The number of marriages was 248,843; births 927,444; and deaths 547,428. Of the births, 409,050 were males and 518,394 females, and of the deaths 280,295 were those of males and 267,129 of females.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Portmore, will be despatched for the above Port, TO-MORROW, the 5th inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, 4th January, 1900. [15b]

SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SINGAPORE.

THE Company's Steamship

"LOOSOK."

Captain Jackson, will be despatched as above TO-MORROW, the 5th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 2nd January, 1900. [11b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AIRLIE."

Captain C. Kock, will be despatched as above on SATURDAY, the 6th January, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

M.Z.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 9th December, 1899. [152b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIZURU MARU."

Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 7th inst., at Daylight.

For Freight or Passage, apply to MITSUBI BUSSAN KAISHA, Agents. Hongkong, 2nd January, 1900. [1213a]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain J. G. Offit, will be despatched for the above ports, on TUESDAY, the 9th inst., at Noon.

For Freight or Passage, apply to DAVID SASSON & Sons, Agents. Hongkong, 2nd January, 1900. [7b]

"SHELL" LINE OF STEAMERS.

FOR GENOA AND MARSEILLES.

THE Company's Steamship

"TROCAS."

Captain Moses, will be despatched as above on or about the 17th January, 1900.

For Freight, apply to ARNOLD, KARBURG & Co., Agents. Hongkong, 27th December, 1899. [1612a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAVELL."

Captain Craven, will be despatched as above on or about THURSDAY, the 18th January, 1900.

For Freight, apply to JARDINE, MATHESON & Co., Agents. Hongkong, 20th December, 1899. [1583a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR."

Captain Jackson, will be despatched on TUESDAY, the 23rd January.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 11th November, 1899. [1539a]

"SHELL" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"COWRIE."

Captain Davies, will be despatched as above on or about the 31st January, 1900.

For Freight, apply to ARNOLD, KARBURG & Co., Agents. Hongkong, 27th December, 1899. [1613a]

SHEWAN TOMES & CO'S. "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"QUEEN ELEANOR."

will be despatched for the above Port, on or about the 1st February.

To be followed by The Steamship "MORVEN," about the 25th February, 1900.

For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 3rd January, 1900. [19b]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENEALUS."

Captain Towell, will be despatched as above on TUESDAY, the 6th February.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 29th December, 1899. [1618a]

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"DIOMED."

Captain Goodwin, will be despatched on TUESDAY, the 9th January.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 11th December, 1899. [1538a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN."

Captain Nelson, will be despatched as above on MONDAY, the 13th January.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd December, 1899. [1596a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN."

Captain Nelson, will be despatched on MONDAY, the 13th January, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

M.Z.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. CO. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd December, 1899. [1597a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFRIDI."

will be despatched for the above Port about the middle of January, 1900, and will be followed by S.S. "BIRCHTOR" and "ST. REGULUS."

For Freight, apply to DODD WELL & CO., LIMITED, Agents. Hongkong, 20th December, 1899. [1503a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship

"KANSU."

Captain Somerville, will be despatched as above on WEDNESDAY, the 17th January.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd December, 1899. [1598a]

Intimations.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he desires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [99]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES. 50 Cents per Box.

Prepared only by the Proprietor—

THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA—

WATKINS & CO., APOTHECARIES, 44, Queen's Road, Central, Hongkong. [138]

Consigners.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "KARLSRUHE," of the NORDDEUTSCHER LLOYD.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 5th January, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 4th January, and MONDAY, the 8th January, at 9.30 A.M.

All Claims must reach us before the 11th January, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents. Hongkong, 20th December, 1899. [1394a]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"MERIONETHSHIRE."

Captain Davies, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 6th January, 1900, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th January, 1900, at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents. Hongkong, 30th December, 1899. [1624a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FROM NEW YORK AND STRAITS.

THE Steamship

"INDRAPURA."

having arrived from the above ports, Consignees of cargo by her, are hereby informed that their goods, have been landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the

